

THE EIGHT-HOUR RULE.

AGITATION OF THE QUESTION
CONTINUED AT CHICAGO.Manufacturers Yielding to the Demands of the Men-Labor
Troubles at St. Louis.

CHICAGO, Ill., April 29.—The employees of the West Division Street-Car Shops, notified Superintendent Gregor Tuesday that they would accept the eight-hour rule on May 1st, and would expect the same pay as they were receiving at present. Mr. Gregor replied: "Times are hard," and asked them if they would not reconsider the matter. A meeting of the employees was held yesterday, and the adoption of the eight-hour rule was voted down. Then it was decided to work ten hours, but to ask the company for an advance of 10 per cent. in wages, the car works to close on Saturday at noon, thus giving half a day each week, making the work on the average nine hours.

Mr. Gregor said last night he could not say what course the company would pursue until he had received the final answer of them.

The wages of the 100 men in the mechanical department of the South Street railway were increased from 10 to 15 per cent. on April 1st. Yesterday the men agreed to accept their former wages if the company would establish the eight-hour rule on May 1st. The company consented, and on Saturday the men will join in the eight-hour celebration.

THE EIGHT-HOUR AGITATION.

Employees of the Pullman Company to the number of nearly 1000 held a mass-meeting last night at Kensington. The question of eight hours a day was agitated. Considerable heat was developed in the discussion. Some wanted eight hours' work and an adjustment of wages after the short day was secured. Others wanted eight hours' work and ten hours' pay, while others demanded the short day and 30 per cent. increase in wages. It was said that the claim of the company was that its contracts were made for a year and that ten hours' work for a year was had been figured on by the company in making reductions and that no change could be made. The meeting finally decided to accept the company's terms, and the departmental committee to canvass all the departments and report the sentiment of the men.

THE FREIGHT HANDLERS.

It is stated that the freight handlers on all the Chicago roads will go out on strike Friday night unless the railways concede eight hours for a day's work with the old rate of pay for ten hours. It is stated that the movement originated two weeks ago among the men in the Lake Shore freight house, who considered the freight handlers of the various roads and it resulted in a determination to make a general demand. The Burlington officials informed a committee of their men that the road could not be run successfully on the eight-hour plan. The other roads, it is deemed, will content with the matter before conceding to the new demand, and a general strike is expected to follow.

Later, thirty-nine men, including clerks and truckmen employed in the freight house of the Galena Division of the Chicago and Northwestern railroad have gone out on strike. A committee was appointed to wait on A. B. Brinkerhoff, local freight agent. The men want eight hours' work and ten hours' pay.

YIELD TO THEIR DEMANDS.

The firm of Rothschild & Sons states that it will yield to the demands of its men at Cincinnati. It will give ten hours' pay for eight hours' work, in order to finish outstanding contracts, but will reduce the working force to one-fifth in present size. The firm expects this will end the troubles of the firm here also.

AT NEW YORK.

The New Employees on the Street-Car Lines.

New York, April 29.—With few exceptions the new employees on the Third Avenue line show evidences of poverty that comes from lack of work. All of them tell the same story of hardship. In many cases of abject need and of repeated failures to secure work. In not a few instances hostility of labor unions and of the Knights of Labor have prevented them from getting employment. A reporter who was walking through the stables yesterday recognized in one of the new conductors a man who had been acting in the same capacity on the Eighth Avenue line within a month. He was a middle aged, broad-shouldered man, with kindly brown eyes and a pleasant face. The reporter asked him why he had left the service of the Eighth Avenue road.

"I did not leave them," replied the conductor. "I was discharged with eight others, five of them conductors, and all Americans, because we would not join the Knights of Labor. You see, after the recent strike on the Eighth Avenue line the demand of the drivers and conductors that they be paid \$25 a day was granted. Well, the company closed under the new scale of wages, and they had a conference with a committee of the men. The company said they could not possibly pay the amount and run the road, and they wanted the men to voluntarily knock off 25 cents a day. The committee agreed to do so, provided the road was made a solidly union one, which could be done by discharging nine of us who refused to join the Knights of Labor. The company finally consented, and we were 'fired.' One of the discharged men had been employed by the road for five years. One was Quaker and would not join a secret organization because it was contrary to his religious belief. All of us were married and had families to care for. It came pretty hard. We had an interview with the superintendent of the line, H. B. Wilson. He said he could not help us, and sent us to the president, Mr. Hays. The latter told us he was sorry, and would give us letters of recommendation, but he could not afford to offend the Knights of Labor. He did not dare to resign us. We sought out the president of the Sixth Avenue line, and he also said that he did not care to employ a non-union man. The meal was getting low, and the bar at a hotel, when this strike came like a great flood. Three of us came over here one day and took place and got work at once. Since then the Knights of Labor have laid for us on our way home. They have tried to induce us to leave the company's service, but have failed. We will live over on the west side, and have gone to churches by out-of-the-way routes to avoid violence.

AT ST. LOUIS.

The Trouble Among the Stove Moulders.

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LABOR NOTES.

All Planing Mills in Milwaukee Closed.

MILWAUKEE, Wis., April 29.—Every planing mill of importance in this city was shut down to-day in consequence of demands by workmen. The men recently organized an Assembly of the Knights of Labor, with a membership of about 500. Demands for eight hours' work at present ten hours' wages have been rejected by proprietors, and a strike was ordered, and to-day every mill is shut down, and to-day every mill is shut down, and to-day every mill is shut down.

The Railroad Situation at Aachen, Kans.

ATCHISON, Kans., April 29.—An Associated Press dispatch in the Eastern papers, under date of April 28th, announcing that on the afternoon of that day an organized body of strikers took forcible possession of the railroad yards and shops here, drove the employees away and established a guard to prevent men from returning to work. Such a dispatch was never filed in the telegraph office here, and the condition of things stated did not exist. There has been no trouble here for six weeks. In the forenoon of the 28th, a committee of strikers persuaded three men to quit work, but no violence was offered, and the three men reported for duty the next morning. An Associated Press dispatch to that effect was sent from here at the time and appeared in the papers. There are now 111 men at work in the Missouri Pacific railroad shops here, and business progressing finely. They work ten hours a day. Before the strike 770 were employed at eight hours a day.

APRILIC-IDEALIC.

The rain is soaking through my rubber suit, I wonder if this is the way we are to spend a roundelay and thrum the lute. I'm glad I did not wear a lighter boot. The "green" looks like a lake of verdant.

(The rain is soaking through my rubber suit, I wonder if this is the way we are to spend a roundelay and thrum the lute. I'm glad I did not wear a lighter boot. The "green" looks like a lake of verdant.)

There's a fellow creeping round each foot. I'll catch a cold and maybe I shall die. (Sings a roundelay and thrum the lute.) And there's Miss Jones! My love is destined. She'll never have me, looking such a guy. (The fellow is creeping round each foot. I'll catch a cold and maybe I shall die. (Sings a roundelay and thrum the lute.) And there's Miss Jones! My love is destined. She'll never have me, looking such a guy.)

The Proper Study of Hunked Up.

says the illustrious Pope. If he had included woman in the list he would have been nearer the truth, if not so poetical. Dr. R. V. Pierce has made them both a life study, especially woman, and the peculiar derangements to which her delicate system is liable. Many women in the land who are acquainted with Dr. Pierce only through his "Favorite Prescription," bless him with all their hearts, for he has brought them the panacea for all those chronic ailments peculiar to their sex, such as leucorrhoea, profluvium and other displacements, ulceration, internal fever, bloating, tendency to internal cancer, and other ailments. Price reduced to \$1. By druggists.

Maplewood's Baggage Attached.

LOUISVILLE, Ky., April 29.—The Missouri Pacific Railroad Company attached the baggage of the Maplewood Opera Company for \$1282 transportation charges. The amount was paid, and the company departed for Indianapolis.

The Trouble Among the Stove Moulders.

St. Louis, Mo., April 29.—The trouble among the stove moulders of this city will probably be at an end by the first of next week. All existing indications point to an early and satisfactory adjustment of the difficulties. A conference to be held to-morrow or Saturday night will be attended by a foreman and moulder from each of the stove foundries of the city, who will discuss the situation with the committee appointed for the purpose by Stove-Moulders' Union No. 10. Through this policy of arbitration a scale of figures will doubtless be reached which will be satisfactory to moulders and manufacturers alike.